

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2319

IN THE MATTER OF:

Served March 4, 1982

Investigation of INTERSTATE)
TAXICAB RATES for Service within)
the Metropolitan District)

Case No. MP-82-03

The Commission has the duty to prescribe reasonable rates for interstate transportation by taxicab within the Metropolitan District. 1/ Such rates may be set on a mileage basis, a zone basis, or any other basis approved by the Commission, except that the Commission may not require meters where they are not already permitted or required. 2/

Prince George's County and Montgomery County, Md., and the City of Alexandria, the City of Falls Church, Arlington County and Fairfax County, Va., taxicabs are equipped with meters which use a mileage-time basis for determining local fares. The taxicabs licensed and regulated by the District of Columbia Public Service Commission are not equipped with meters and use a zone basis to determine local fares.

Where feasible and appropriate, the Commission has adopted the local taxicab rates as the interstate rates. Thus, we require locally licensed and regulated metered taxicabs to use their meters for fare determination on interstate taxicab trips. 3/ Their incidental charges generally apply except that so-called "snow emergency rates" do not apply to interstate trips 4/ and a uniform charge of 75¢ for each additional passenger in excess of one has been adopted, with an exception for children.

1/ The Metropolitan District includes the District of Columbia, the cities of Alexandria, Fairfax, and Falls Church, Va., the counties of Arlington and Fairfax, Va., and Montgomery and Prince George's, Md., and Dulles International Airport.

2/ See Compact, Title II, Article XII, Section 8.

3/ This practice may be traced to Order No. 67, served October 9, 1961.

4/ Order No. 2213, served April 13, 1981.

District of Columbia taxicabs, however, operate on a zone basis which is not readily adaptable to interstate use. For these taxicabs the Commission has implemented a system of interstate rates based on odometer mileage. The level of these rates was established most recently by Order No. 2213, served April 13, 1981. The following table sets forth comparative rate information as of April 20, 1981, the date on which Order No. 2213 became effective.

TABLE I

	<u>Actual Rates</u>		<u>Rates Converted To Miles</u>	
	<u>Initial Charge</u>	<u>Rate After Initial charge</u>	<u>First Mile</u>	<u>Subsequent Mile</u>
Alexandria	\$.90 1st 1/9	10¢ each 1/9	\$1.70	90¢
Arlington	.90 1st 1/9	10¢ each 1/9	\$1.70	90¢
District of Columbia	1.50 1st mile	45¢ each 1/2	\$1.50	90¢
Fairfax - Falls Church	.90 1st 3/9	10¢ each 1/9	\$1.50	90¢
Montgomery	.90 1st 3/9	10¢ each 1/9	\$1.50	90¢
Prince George's	.90 1st 2/8	10¢ each 1/8	\$1.50	80¢

The following table compares the interstate fares at the different rates for single-passenger trips of 5, 10, and 15 miles without incidental charges, as of April 20, 1981, the effective date of Order No. 2213.

TABLE II

	<u>5 Miles</u>	<u>10 Miles</u>	<u>15 Miles</u>
Alexandria	\$5.30	\$9.80	\$14.30
Arlington	\$5.30	\$9.80	\$14.30
District of Columbia	\$5.10	\$9.60	\$14.10
Fairfax - Falls Church	\$5.10	\$9.60	\$14.10
Montgomery	\$5.10	\$9.60	\$14.10
Prince George's	\$4.70	\$8.70	\$12.70

Since Order No. 2213 was issued, several of the local jurisdictions using meters have prescribed new, higher local rates. Under our Order No. 67, these increases are automatically incorporated into the interstate fare system. 5/

Effective December 12, 1981, the District of Columbia Public Service Commission approved increases of 15¢ to 25¢ in the local zone fares.

5/ "Snow emergency rates," referred to above, were not in effect at the time that Order No. 67 was considered, and have never been adopted by this Commission. Accordingly, they are not automatically incorporated into the interstate fare system and do not apply on any interstate taxicab trips.

The Commission has reviewed the recent local increases and prepared the following two tables reflecting the current interstate rates and fares.

TABLE IA

	Actual Rates		Rates Converted To Miles	
	Initial Charge	Rate After Initial charge	First Mile	Subsequent Mile
Alexandria	\$.90 1st 1/9	10¢ each 1/9	\$1.70	\$.90
Arlington	.90 1st 1/10	10¢ each 1/10	\$1.80	\$1.00
District of Columbia	1.50 1st mile	45¢ each 1/2	\$1.50	\$.90
Fairfax - Falls Church	.90 1st 3/10	10¢ each 1/10	\$1.60	\$1.00
Montgomery	.90 1st 3/9	10¢ each 1/9	\$1.50	\$.90
Prince George's	1.00 1st 1/10	10¢ each 1/10	\$1.90	\$1.00

TABLE IIA

	<u>5 Miles</u>	<u>10 Miles</u>	<u>15 Miles</u>
Alexandria	\$5.30	\$ 9.80	\$14.30
Arlington	\$5.80	\$10.80	\$15.80
District of Columbia	\$5.10	\$ 8.70	\$12.30
Fairfax - Falls Church	\$5.60	\$10.60	\$15.60
Montgomery	\$5.10	\$ 8.70	\$12.30
Prince George's	\$5.90	\$10.90	\$15.90

The existing interstate party rate for all interstate taxicab service within the Metropolitan District is:

75¢ for each additional passenger in a pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party.)

That rate is generally consistent with the intrastate party rates in the local jurisdictions which vary from 50¢ to \$1.00 with exceptions for children ranging from 2 to 6 years of age.

The Commission shall, on its own motion (see Compact, Title II, Article XII, Section 13), institute an investigation to determine whether the current interstate taxicab rates prescribed for taxicabs licensed and regulated by the District of Columbia Public Service

Commission are unreasonable, or unduly discriminatory or unduly preferential either between riders or sections of the Metropolitan District (see Compact, Title II, Article XII, Section 6). If the Commission so finds, then it shall issue an order prescribing the lawful fares, regulation, or practices to be in effect.

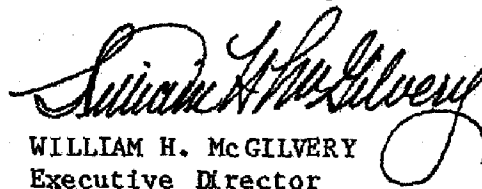
The Commission requests comments by interested parties on our staff's proposed interstate rate structure as set forth in the appendix to this order for taxicabs licensed and regulated by the District of Columbia Public Service Commission. The Commission invites separate proposals of an appropriate interstate rate structure other than that proposed herein. The proposals should be supported with statements justifying the change from the current to the proposed interstate rate structure. These proposals, views and statements should be filed with the Commission in writing on or before March 31, 1982.

The Commission staff shall cause notice of this order to be published in a newspaper of general circulation in the Metropolitan District.

THEREFORE, IT IS ORDERED:

1. That an investigation be made of the existing interstate taxicab rates for taxicabs licensed and regulated by the District of Columbia Public Service Commission.
2. That the Commission staff shall cause notice of this order to be published in a newspaper of general circulation in the Metropolitan District on or before Monday, March 8, 1982.
3. That any person desiring to file with the Commission written proposals, views and statements on this matter shall do so on or before Wednesday, March 31, 1982.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS CLEMENT, SCHIFTER AND SHANNON:


WILLIAM H. MCGILVERY
Executive Director

PROPOSED
INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE WITHIN THE
WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT
(in taxicabs licensed and regulated by the
District of Columbia Public Service Commission)

- \$1.70 First mile or part thereof
- .50 Each additional 1/2 mile, or part thereof
- .75 Each additional passenger in a pre-formed party
(provided, however, that one child five (5)
years of age or younger shall be transported
without charge for each individual of at least
sixteen (16) years of age in a pre-formed
party.) a/

Hand baggage, including large bags of groceries or articles of similar size, in excess of one piece per passenger shall be charged for at the rate of 15¢ for each such piece. Briefcases and parcels of comparable size shall not be considered as hand baggage.

Trunks or similar large articles shall be charged for at the rate of \$1.25 each. A trunk is herein defined as a piece of baggage having a minimum dimension or cubic content in excess of 32 inches by 18 inches by 9 inches or 3 cubic feet.

The charge for personal service shall be 65¢; taxicab service in response to a telephone call, 65¢ in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, 65¢ in addition to the charge for responding; waiting time, b/ 75¢ for each 5 minutes or fraction thereof.

The charge for a taxicab employed on an hourly basis shall be as follows: for the first hour or fraction thereof -- \$9;
for each additional 15 minutes or fraction thereof -- \$2.25.

There shall be no additional charge for service during traffic rush hours or snow emergency periods.

a/ This method of charging for extra passengers shall apply to all interstate taxicab service within the Metropolitan District.

b/ Waiting time shall include time consumed while taxicab is waiting and available to the passenger beginning 5 minutes after the time of arrival at the place to which it has been called. No charge shall be made for premature response to a call.